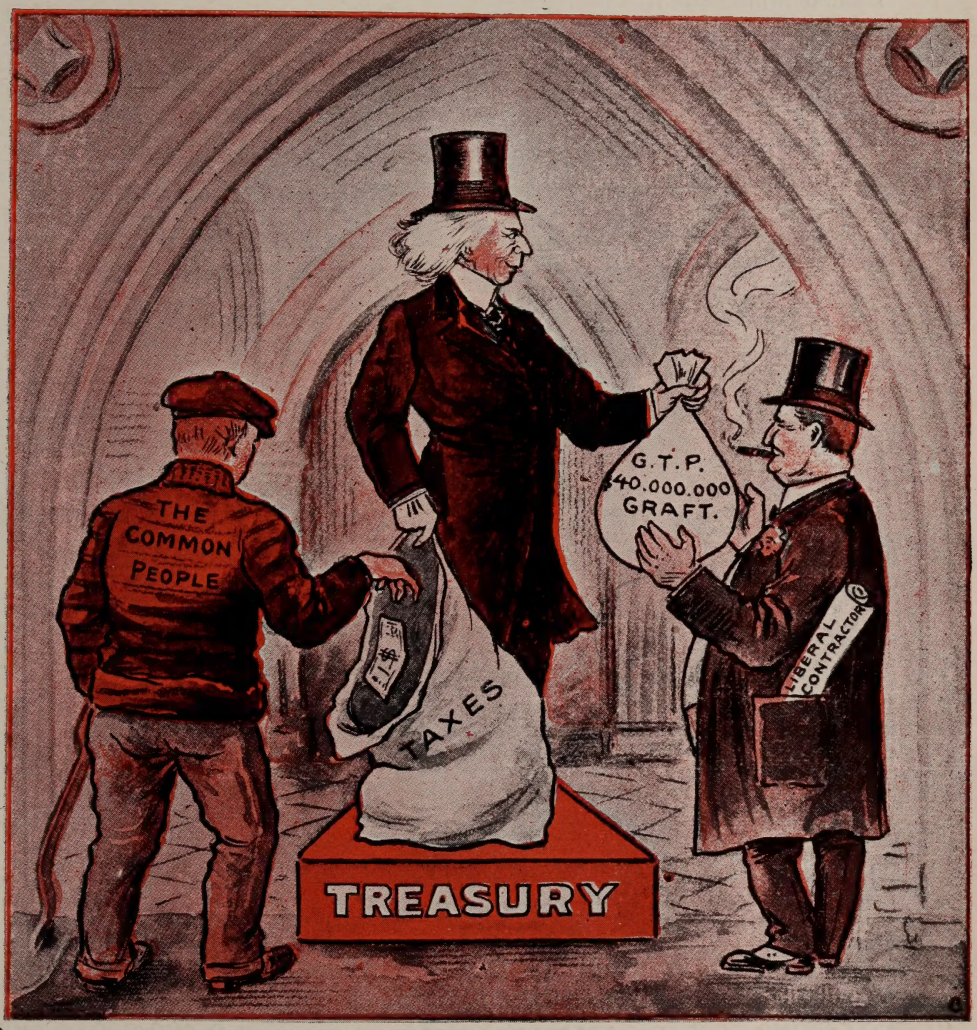
THE CRIME OF THE TRANSCONTINENTAL



Whereby the Canadian Treasury was looted of $40,000,000

and Laurier Legalized the Looting

LP F5012 1915? C929

Laurier's Estimate of $13,000,000

When introducing the National Transcontinental Railway bill in the House of Commons on July 30th, 1903, Sir Wilfrid Laurier made the following statement —

> **"The whole of the liability which is incurred by the Government for the building of that section from Moncton to Winnipeg is simply seven years of interest. The sum total of the money to be paid by the Government for the construction of that line of railway from Moncton to the Pacific ocean will be in the neighborhood of $12,000,000 or $13,000,000 and not a cent more. Now Sir, what is thirteen millions in the year 1903? It is about the surplus of our revenue over the expenditure. The surplus for this year will pay for the construction of this road."**

How Some of The Money Was Squandered

Profits to contractors who reawarded their contracts	$8,800,000
Contractors overpaid through wrong classification	3,300,000
Contractors overpaid for "overbreak"	1,200,000
Excessive cost through not using "momentum grades"	6,200,000
Excessive cost in construction of curves	2,400,000
Excessive cost in construction of bridges	2,900,000
Excessive cost of filling trestles	3,250,000
Excessive cost of engine houses	800,000
Excessive cost of stations	200,000

THE CHARGE

Which has never been disproven.

"We find that the Transcontinental Railway Commission, the Grand Trunk Pacific Railway and those having charge of the construction of the Railway, did not consider it desirable or necessary to practice or encourage economy in the construction of this road." "We find that, without including the money which was unnecessarily expended in building the railway east of the St. Lawrence River forty million dollars at least was needlessly expended in the building of this road."

Report of the Commission which investigated the building of the Transcontinental Railway

WHAT IT MEANS

What Mr. Fielding said it would cost	$ 61,000,000
What it really will cost	258,000,000
Squandered	$197,000,000

What the Squandering of $197,000,000 Means.

It is equal to two-thirds of the net national debt of Canada.

It is equal to taking twenty-eight dollars out of the pocket of every Canadian.

It exceeds by $81,000,000 the total capitalization of all the banks in Canada.

It is equal to three times the gross liabilities of the banks which have failed in Canada since Confederation.

It would build twenty thousand miles of good roads equal to the magnificent roads in the State of New York.

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It would build one hundred miles of good roads in every constituency in Canada.

It is more than the gross income of the Dominion for a whole year.

It would pay the ordinary cost of the Canadian Militia for twenty-five years.

It would run the Post Office department on its present basis for nearly twenty years.

It would build twenty dreadnaughts.

It would pay all the provinces of Canada their present subsidies for fifteen years.

It is ninety millions more than the total sum collected in duties by the Federal Government in 1914.

THE ACTUAL COST TO THE COUNTRY

Cost of construction	**$161,000,000**
Interest during construction	**20,000,000**
Seven years interest after construction	**49,000,000**
Four-ninths of cost of Quebec Bridge	**10,000,000**
Three years' interest after expiration of seven years' operation	**18,000,000**
Total cost	**$258,000,000**

Comparative Cost Per Mile of N. T. R. & C. P .R.

Transcontinental cost per mile with computed interest for seven years	**$117,000**
Canadian Pacific best line, Toronto to Sudbury, cost per mile,	**60,000**
Trancontinental cost per mile more than C. P. R. best line	**57,000**
If the Transcontinental had been built for what the C. P. R. Toronto-Sudbury line cost per mile there would have been a saving of at least	**$75,000,000**

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